

Claims

1. Method for the operation of a track of a rail-borne vehicle, especially a magnetic levitation track in a tunnel, whereby the vehicle (2) is largely surrounded by a tunnel tube (1), characterized in that the vehicle (2) is closely surrounded by the tunnel tube (1) and the air displaced by the vehicle (2) as it goes through is directed through openings of the vehicle (2) and/or through at least one air channel (8) located outside or inside the tube (1) and connected to the tube (1).
2. Method as in claim 1, characterized in that the air channel (8) is used as escape and rescue path.
3. Method as in one of the preceding claims, characterized in that the tube (1) and the air channel (8) are connected via a plurality of openings (9).
4. Method as in one of the preceding claims, characterized in that the tube (1) is evacuated at least partially.
5. Method as in one of the preceding claims characterized in that the displaced air is directed through the vehicle (2) and/or into the air channel (8) passively, by the movement of the vehicle (2) or actively, in particular by a turbine (4).

6. Track of a rail-borne vehicle, in particular a magnetic levitation track, in a tunnel, whereby the vehicle (2) is largely surrounded by a tunnel tube (1) and the vehicle (2) is guided in the tunnel tube (1), characterized in that the tunnel tube (1) closely surrounds the vehicle (2) and in that the air displaced by the vehicle (2) as it goes through is directed through openings of the vehicle (2) and/or through at least one air channel (8) located outside or inside the tube (1) and connected to the tube (1).
7. Track as in the preceding claim, characterized in that add-on pieces (3, 3') for the guidance of the vehicle (2) are provided on the wall of the tunnel tube (1).
8. Track as in one of the preceding claims, characterized in that the add-on pieces (3, 3') are stator surfaces, lateral guide rails, gliding laths and/or stabilizers.
9. Track as in one of the preceding claims, characterized in that the individual add-on pieces (3, 3') combine several guidance and drive functions.
10. Track as in one of the preceding claims, characterized in that the air channel (8) is provided with installations to be used as escape and rescue path.
11. Track as in one of the preceding claims, characterized in that the air channel (8) is connected to the earth surface.
12. Track as in one of the preceding claims, characterized in that the tube (1) and the air channel (8) are connected via a plurality of openings (9).

13. Track as in one of the preceding claims, characterized in that the edges of the openings (9) are designed to favor flow.
14. Track as in one of the preceding claims, characterized in that the openings (9) can be closed off.
15. Track as in one of the preceding claims, characterized in that the tube (1) is assigned installations for the at least partial evacuation of the tube (1).
16. Track as in one of the preceding claims, characterized in that the cross-sectional form of the tube (1) and of the vehicle (2) are substantially identical.
17. Track as in one of the preceding claims, characterized in that the tube (1) and/or the vehicle (2) is assigned a turbine (4).
18. Track as in one of the preceding claims, characterized in that the turbine (4) is located in a recess of the vehicle (2) relative to the tunnel (1) and/or in the air channel (8).
19. Track as in one of the preceding claims, characterized in that the turbine (4) is located at the tunnel entrance and/or at meeting points in the tunnel (1).